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If so, why don't you get an ELECTRIC VACUUM CLEANER and give it a REAL cleaning, the SCIENTIFIC HEALTHFUL way, and save yourself that awful drudgery when using a broom? We will gladly give you a DEMONSTRATION. THERE HAS BEEN A BIG REDUCTION IN PRICE.

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THROUGH CARS RUNNING  
FROM ANDERSON ON  
NEW LINK  
**SPLENDID SERVICE**  
Officials Say That First Day's  
Business on Extension Was  
Satisfactory

## Underwood Opposes Wilson In the Canal Tolls Matter

Says the President is Not Adhering to the Party Platform as it was Adopted at Baltimore

Washington, March 24.—Representative Underwood of Alabama, democratic floor leader in the House of Representatives Tuesday delivered a strong speech against repealing the Panama tolls exemption, as urged by President Wilson. The scene of the leader of the House majority, who had led the successful fight for practically all the administration measures, combating the position of the President, attracted wide attention. Mr. Underwood urged defeat of the Sims bill, which follows President Wilson's recommendation for the repeal of the tolls exemption. He declared the repeal was contrary to the platform of the democratic party adopted at the Baltimore convention, and that an exemption favoring American coastwise ships did not violate the Hay-Pauncefote treaty.

was developed in the first three decades of our government's existence. The democratic tariff law that is now on the statute books carries in it a reduction of five per cent. of the duties on goods imported in American ships. "If we have built the canal for the benefit of an American merchant marine and not for practical exclusive use of foreign shipping, we must adopt a policy of discrimination in favor of American ships, or we must in the end pay indirect subsidies to enable our ships to compete with ships of foreign nations. The subsidies and discriminations that European governments have given to their shipping interests have practically driven American ships from the seas.

The British contention desire to make, that is to make the admission that we are not sovereign in the Canal Zone.

"By your vote you are asked to ratify for all time to come, the British desire that we surrender sovereignty of the Canal Zone and admit that it is an international waterway in which we have no rights that are not possessed by all other nations.

"Our governmental status on the Canal Zone was established and fixed by a treaty made with the Republic of Panama subsequent to the making of the Hay-Pauncefote treaty. Great Britain remained silent after the publication of this treaty and allowed us to build the canal under it and she is estopped now to deny the right we acquired under this treaty with Panama.

"The Republic of Panama acquired the sovereignty over the land through which the Canal was built in the same manner the original Thirteen States of this Union acquired their sovereignty, by successful revolution. Panama has surrendered her sovereignty over the Canal Zone to our government, by language that is so clear it cannot be misunderstood.

"Are we now to yield the sovereign rights of a nation and for what? Can anyone tell us plainly why we surrender and what is to be accomplished by it?

"Are we to yield merely because the sentiment of Europe is against us? When has the sentiment of Europe ever been with us about matters of moment?

"Was Europe with us when we protested against the British government taxing us without granting representation in the parliament? Did Europe sympathize with us when we protested against the unlawful seizures and search of vessels in the second decade of the last century?

"When will the time ever come, when we can expect to maintain and preserve our rights, political and commercial, with the acquiescent sympathy of European governments?"

"Not for one moment do I believe that we have violated a treaty right and not for one moment do I believe that the English government seriously contemplates that we have violated a treaty right. Our whole difficulty in the matter arises from the fact that some of our own people have exhibited toward this important question from the very beginning.

"If the congress had unanimously passed the canal tolls bill two years ago, I do not believe that the question would ever have been raised that we do not have the right to exempt American ships from the payment of tolls when they charge foreign ships a fair and equitable rate for their passage through the canal. Great Britain charges \$1.50 for the passage through a canal that cost only one-third of what it cost us to build the Panama Canal and our toll charge is only \$1.20 net in the mouth of Great per net ton.

"It seems to me clear that it does Britain or any foreign nation to complain that we have not given them fair and equitable treatment in the tolls that we have charged for the passage of their ships through the canal.

"There is a more serious question involved in the passage of this bill. The right to discriminate in favor of our ships, the opportunity to encourage our shipping and to increase our commerce are matters of vital importance, but they pale into insignificance when compared with the attack on the sovereignty of our country in 'canal zone."

"The power to build the canal under our constitution rests in the war power of the United States. We built the canal primarily as an addition to our war power as it permits the quicker transfer of our naval forces from one ocean to another. Its inland lake provides a harbor of refuge in which our navies can rendezvous, and on occasion officers, strike either ocean.

"The advocates of Great Britain take the position that we are forbidden to discriminate in favor of our own vessels or commerce, and as vessels of commerce and war are named together, how long will it be before the same advocates of the British contention will advise us that we cannot discriminate in favor of our own war vessels.

"The contention of those advocating the British claim seems almost absurd when we recognize that if we admit them for vessels of commerce the same reasoning will require us to admit them for vessels of war. To do so would convert the canal in time of war into a liability instead of an asset. Of course we made no such contract. We give to all nations observing certain rules adopted by us certain privileges in the canal. That did not mean that we proposed to build a canal at our own expense and then surrender its sovereignty to all other nations.

"There is no word in the treaties that even by implication denies our right to give free tolls to our vessels in any trade and the day will yet come when we will free our vessels from tolls in the foreign trade. But we have yet to consider the most serious surrender that the advocates of

**Starting Something**  
We have exclusive agency for the Perfection Auto Starter  
—FOR FORDS—  
Look for the Fords without cranks. Let us explain them to you and show you that there is no part of the starter in motion as the engine is started.  
Simplicity, Durability and low cost will sell this starter to half the Ford owners.  
Write or see

**PIEDMONT GARAGE**  
J. C. STRIBLING, Manager  
"The Automobile Man."

**Headaches**  
A Common Symptom of Eye Trouble  
More than seventy-five per cent of the headaches are the result of defective vision caused by excessive eye strain upon the muscles and nerves of the eye trying to overcome the defect by the function of accommodation.  
If you are suffering from headache, be sure and see our specialist.

**DR. J. E. LITTLEFIELD**  
ALL EXAMINATIONS FREE  
Walter H. Keese & Company  
Leading Jewelers and Opticians

**The Bank of Anderson**  
Anderson, S. C., at the close of business, March 4, 1914, as shown by statement made to the State Bank Examiner:  
RESOURCES:  
Loans and Discounts \$ 1,039,641.02  
Overdrafts 26,637.26  
Bond and other securities 6,680.00  
Real Estate 35,540.00  
Due from Banks and Banks 52,553.79  
Cash and Cash Items 1,250.00  
Total \$1,171,722.07  
LIABILITIES:  
Capital Stock Paid In \$ 100,000.00  
Surplus Fund 100,000.00  
Undivided Profits 50,000.00  
Dividends Unpaid 50,000.00  
Deposits Individual 374,070.11  
Deposits Bank 52,999.96  
Total \$1,171,722.07

**The Bank of Anderson**  
The Strongest Bank in the County  
SAFE SOUND CONSERVATIVE

After months of weary waiting on the part of Spartanburg people and great anticipation of the part of Anderson and Greenville people and these people of the state having occasion to travel between Spartanburg, Greenville, Greenwood and Anderson, the connecting link of the Piedmont & Northern Lines between Spartanburg and Greenville was yesterday put into operation. For some time the line between Greenville and Greer 13 miles of the Spartanburg route, has been in use. It had been hoped that the last link could be opened a fortnight ago and plans had been made with that end in view but on account of the weather conditions which had prevailed the work was delayed and it was impossible to inaugurate the service at that time. However, the line was yesterday opened up for traffic and throughout the day dozens of passengers were discharged in Spartanburg from the Piedmont & Northern cars. Equally as large number of visitors came to Anderson during the day and the line has been entirely over the interurban lines from Spartanburg.

Officials here of the interurban line told The Intelligencer last night that the first day's business on the new link had been decidedly satisfactory in every respect and that they had sold fully as many tickets as they had anticipated. According to them the travel on the new division was even heavier than had at first been expected. Anderson people who traveled over the fact that the cars running from this city are through extra and will go direct from Anderson to Spartanburg, the same applies to the incoming cars. There will be nine trains each way daily and this means that every train arriving in Anderson over the Piedmont & Northern Lines, with one exception, will come from Spartanburg and except for one train every train leaving this city will make the through trip to Spartanburg.

Concerning the opening of the new link between Greenville and Spartanburg the Greenville News had the following to say yesterday:  
"After several years' interurban on paper there is now a real interurban line connecting Greenville and Spartanburg. This line will be opened for the public today. It marks the completion of one section of the Piedmont & Northern lines, this section extending to Greenwood on the south and Spartanburg on the north. It traverses one of the finest territories in the southeast. More than a year and a half ago the contracts for grading between Spartanburg and Greenville were let and since that time the work has gone steadily on, with but few interruptions.

"The first trip was made yesterday when a car left here at 11:40 a. m. for Spartanburg. Says W. G. Conroy, and General Passenger Agent C. S. Allen were on the car.  
"The regular passenger schedule will begin today. There are nine trains each way daily. This schedule will probably be changed before long in order that a P. & N. car may make close connection with the Carolina Special at Spartanburg. This line runs through the Southern leaves Spartanburg for Charleston at 1:15 p. m. The first car will arrive at Spartanburg at the same time. The schedule of this car runs the way in slightly in order that a close connection may be made. When this is done the trip from Greenville to Charleston will be approximately shortened 30 to 40 minutes.

**HEISKOPF'S**  
FRIDAY, March, 27th

## The Party Pledge

Mr. Underwood quoted the tolls exemption plank from the Baltimore platform and continuing said:  
"There can be no contention as to the meaning of this language. No one can raise the issue that the bill now pending before the house introduced by the gentleman from Tennessee (Mr. Sims) is not in direct conflict with the declaration of the democratic platform. Personally I believe that the party pledge should be lived up to in good faith by those who claim allegiance to party principles, but there are many here who differ with me in reference to the binding effect of a party platform. I will not at this time endeavor to discuss the pending bill from that standpoint.

"Let us resolve the issue into the question as to whether the platform of the democratic party favoring exemption of tolls of American ships engaged in coastwise trade passing through the Panama Canal is best for the nation and the people of our country, or whether the gentleman from Tennessee in this bill now pending before the House repudiating the declaration of the democratic party, is proposing legislation that will be most beneficial to our nation and our people."  
Representative Underwood quoted figures to show that the cost of maintenance of the canal and interest on the government's investment could be met easily without charging American vessels tolls and by charging foreign vessels a "fair and reasonable" toll. He compared the tolls charged by the British at the Suez canal with the proposed Panama tolls.  
"The purpose of Congress," said he, "in providing in the act for the opening, maintenance, protection and operation of the canal, that no tolls shall be levied upon vessels engaged in the coastwise trade of the United States," and providing further that it should be left discretionary with the President of the United States to exempt from tolls our ships engaged in foreign trade, was an effort on the part of Congress to discriminate in favor of American shipping and to re-establish our merchant marine. This has been a policy of the democratic party since the beginning of the government. The democratic party has never stood for direct subsidies, but it has always favored exemptions and discriminations in favor of our shipping.

"It was through discriminating tariff duties that our merchant marine was developed in the first three decades of our government's existence. The democratic tariff law that is now on the statute books carries in it a reduction of five per cent. of the duties on goods imported in American ships. "If we have built the canal for the benefit of an American merchant marine and not for practical exclusive use of foreign shipping, we must adopt a policy of discrimination in favor of American ships, or we must in the end pay indirect subsidies to enable our ships to compete with ships of foreign nations. The subsidies and discriminations that European governments have given to their shipping interests have practically driven American ships from the seas.

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"The advocates of Great Britain take the position that we are forbidden to discriminate in favor of our own vessels or commerce, and as vessels of commerce and war are named together, how long will it be before the same advocates of the British contention will advise us that we cannot discriminate in favor of our own war vessels.  
"The contention of those advocating the British claim seems almost absurd when we recognize that if we admit them for vessels of commerce the same reasoning will require us to admit them for vessels of war. To do so would convert the canal in time of war into a liability instead of an asset. Of course we made no such contract. We give to all nations observing certain rules adopted by us certain privileges in the canal. That did not mean that we proposed to build a canal at our own expense and then surrender its sovereignty to all other nations.  
"There is no word in the treaties that even by implication denies our right to give free tolls to our vessels in any trade and the day will yet come when we will free our vessels from tolls in the foreign trade. But we have yet to consider the most serious surrender that the advocates of

## Georgia Man Killed Marshal, Shot Brother

Douglas, Ga., March 23.—Charles Graham was brought to Douglas today and locked up on the charge of shooting and killing Lawrence Newbern, town marshal of Broxton, Ga. He was arrested late yesterday near Hazlehurst, Ga., by county authorities of this place.  
Graham is alleged to have killed Marshal Newbern yesterday, when the latter attempted to arrest him in Broxton for disorderly conduct. The prisoner is also charged with slightly wounding his brother, J. T. Graham, who was hit by a stray bullet said to have been fired at a constable aiding Newbern.

## Why Are Some Folks Human Grasshoppers?

By MOSS.  
THEY called him "Freight Car Freddy." He was slow, but somehow sure. He got there in his own peculiar time and route. Freddy was not a hobnob, but a rising young man in a class all his own.  
They also called him "Freddy, the Human Grasshopper." You never knew where to find him. Freddy was the antithesis of himself—if you can get that.  
He was the Dr. Jekyll and Mr. Hyde of motion. Now you see him, as slow and deliberate as a freight car, and now you don't, as fast and elusive as a grasshopper. It needed a magician to keep tabs on this very real Freddy.  
The land of newspaper readers has a few Freddies. One time they start on their trip through the paper and proceed slowly, stopping at every station. The next time they jump here and there through it in a way to make the average grasshopper green with envy.  
Be a freight car if you must, but don't be a grasshopper. Better be neither.  
The sensitive newspaper reader is MODERATE. He's not a phoebe or a skipper, but a PICKER.  
Are you following CONSISTENTLY the ads in this paper that appeal to you?

## Text of Smith Cotton Bill

Washington, March 23.—Following is the text of the new bill by Senator E. D. Smith to regulate the handling of cotton and to make proper grades:  
That no person, firm, joint stock company, society, association or corporation, their managers or officers, who are members of any exchange, society, corporation or association in which any contract or contracts for the future delivery of cotton are made shall send or receive through the United States mail any letter, document, pamphlet or other matter unless such exchange, society, corporation or association shall require all such contracts for future delivery of cotton to specify the grade or grades contracted for in each said every contract; and shall further specify that such grade shall be according to United States government standardization. And it shall be the duty of the secretary of agriculture to standardize the grades of "upland" and "Gulf" cottons separately; and such grades as are established for both "upland" and "Gulf" cottons shall not include cotton of low and ordinary grades, and shall be fair. It shall be the duty of the secretary of agriculture also to standardize according to grades, stains and tinges, Section 3. That in cases long staple cottons are bought or sold for future delivery the length of the staple shall be designated in the contract, and the cotton shall be when delivered of the grade and length of staple designated in the contract.  
Section 2. Whoever shall send or receive any letter, paper, publication or

## SERVICES ARE DRAWING CROWDS

Many Attending Revival Meeting Now in Progress at the Christian Church

Another very encouraging audience greeted the Evangelist C. C. Ware at the Christian church last night. He spoke on "Puffing One Another," comparing a strong character to a noble edifice and urged everyone to cultivate the Christian ideal of building one another up into solid, well-based and well-bred character. He then hears the will of Christ and does it. Thereby builds on solid enduring rock. A shanty requires no foundation, and there is nothing noble and majestic about it.  
Mrs. Ware, musical director and vocalist of the campaign sang in a rich and clear mezzo-soprano. In the hour of trial, a splendid selection bearing a striking relevancy to the sermon.  
The sermon theme tonight is "Availing Prayer," and the solo will be "Sometime, Somewhere."  
The public is cordially invited to attend.

## IF IN NEED —OF A VEHICLE OF ANY KIND—

Let us hear from you in on dlu oin dlu oindluwynn let us show you our stock before you buy.  
We carry a complete stock of all kinds. Also Harness, Whips and Robes.  
We have some extra good values in Mules and Horses. Liberal terms and courteous treatment to all.

**J. S. FOWLER**  
ANDERSON, : SOUTH CAROLINA

They buy it for what it does. That's why the Ford is servant of thousands. It holds the world's record for all round dependability. And it's lightest—the strongest—the most economical car on the market.  
Five hundred dollars is the price of the Ford runabouts; the touring car is five fifty; the town car seven fifty-f. o. b. Detroit, complete with equipment. Get catalog and particulars from Archie L. Todd, local dealer, Anderson, S. C.

**Text of Smith Cotton Bill**

**SERVICES ARE DRAWING CROWDS**

**Many Attending Revival Meeting**

**Another very encouraging audience**